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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT	New Railway Line Construction	DATE DISTR.	26 February 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Construction of the Varna-Dolno Ezerovo Railroad Line

1. [] the Varna-Dolno Ezerovo (N 42-31, E 27-23) railroad line route at the following places: 25X1
 - a. From Orizare village (N 42-45, E 27-37), Pomorie Okoliya, running east; at this point [] a large number of small trucks (over 20) as well as another type of self-loading and unloading vehicle for transporting earth; a rounded metal extension is located in the center of this second type of vehicle and is approximately one meter high; [] pulleys are included to facilitate loading and unloading and that these vehicles are used for transporting earth from the railroad route under construction [] 25X1
 - b. One kilometer from Orizare village, Pomorie Okoliya, [] a viaduct under construction; this consisted of a bridge over the Varna-Burgas road, on which the railroad line will run; the concrete for the bridge had not yet been poured, but the shallows have been prepared and a concrete mixer is located nearby; the bridge will have arches about nine meters wide at the base and approximately 4.5 meters high; [] the embankment on both sides of the bridge will have to be rather long since the bridge will be level; approaches in the vicinity of the bridge have not yet been started. 25X1

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25 YEAR RE-REVIEW

STATE	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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c. About 300 meters south of Aleksandrovo village (N 42-42, E 27-36), Pomorie Okoliya, [] a railroad bridge under construction over a small river; the foundations of the bridge had been laid and the supports of the bridge were under construction; the bridge was about 15 meters in length; 25X1

d. About 300-400 meters east of Luka village (N 42-37, E 27-33), Pomorie Okoliya, [] a second viaduct under construction over the Burgas-Varna road. The details of this bridge are probably the same as those described in paragraph "b" above; the concrete for the bridge has been poured and the route on both sides has been raised with the use of the equipment described in paragraph "a" above, probably requisitioned from the surrounding villages; [] 25X1

about one kilometer east of the viaduct, [] a "bager" (excavator) loading earth into trucks and carts; 25X1

e. North of and near Kamenar village (N 42-38, E 27-34), Pomorie Okoliya, [] a large rock quarry in which two large rock-loaders, probably equipped with gasoline motors, were producing the necessary gravel for the railway line and loading it into trucks of the type described in paragraph "a" above for transporting to the line; 25X1

f. Northeast of Dolno Ezerovo village, on an unidentified stretch of the railway line, near the "Geren" locality where there is a small bridge, [] a 2-story building about 25 x 15 meters in size, not yet painted, for the use of the railroad station; [] 25X1

g. [] a completed section of the railroad line branching off from the old Sofia-Burgas rail line, about 4-5 kilometers northwest of the Dolno Ezerovo railroad station and 4.5 kilometers east of Kamenar village, connecting with the new rail line probably before the bridge over the Aytos River; this section will be used, in all probability, to take care of rail traffic from Elkhovo directly, without the necessity of passing through Burgas.

2. The general impression [] was that the line is being constructed as rapidly as possible. [] the line will be standard-gauge, since he personally saw trains operating with gravel loads maneuvering at Dolno Ezerovo railroad station and going towards the north along the newly constructed line. [] travelled by rail quite often and never heard anyone speaking of the existence of wide-gauge lines. 25X1

Construction of New Troyan-Levskigrad Rail Line

3. [] 25X1

4. [] on this line there is to be a large tunnel. []

Construction of a Strategic Road Through Strandzha

5. [] the construction of a strategic road starting from the Burgas-Malko Turnovo road, somewhere around "Bosna" Peak (N 42-11, E 27-26) and Konak village (N 42-10, E 27-26) and going to Kalovo village (N 42-08, E 27-32), continuing on to Zubernovo village (N 42-05, E 27-34) and Gramatikovo village (N 42-03, E 27-39) to connect with the Malko Turnovo-Tsarevo road. 25X1

6. The above-mentioned road was constructed probably during 1949-1950 and goes

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